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Hongkong Daily Press.

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No. 14,183 號三十捌百壹千肆萬第 日捌拾月七年戌十二緒光 HONGKONG, WEDNESDAY, SEPTEMBER 9th 1903. 三拜禮 號九月亥年零百九千壹萬港香 PRICE, \$3 PER MONTH

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TIME TABLE.

WEEK DAYS.	
7.30 a.m. to 8.00 a.m.	Every 10 minutes.
8.00 a.m. to 8.30 a.m.	Every 10 minutes.
8.30 a.m. to 9.00 a.m.	Every 10 minutes.
9.00 a.m. to 9.30 a.m.	Every 10 minutes.
9.30 a.m. to 10.00 a.m.	Every 10 minutes.
10.00 a.m. to 10.30 a.m.	Every 10 minutes.
10.30 a.m. to 11.00 a.m.	Every 10 minutes.
11.00 a.m. to 11.30 a.m.	Every 10 minutes.
11.30 a.m. to 12.00 p.m.	Every 10 minutes.
12.00 p.m. to 12.30 p.m.	Every 10 minutes.
12.30 p.m. to 1.00 p.m.	Every 10 minutes.
1.00 p.m. to 1.30 p.m.	Every 10 minutes.
1.30 p.m. to 2.00 p.m.	Every 10 minutes.
2.00 p.m. to 2.30 p.m.	Every 10 minutes.
2.30 p.m. to 3.00 p.m.	Every 10 minutes.
3.00 p.m. to 3.30 p.m.	Every 10 minutes.
3.30 p.m. to 4.00 p.m.	Every 10 minutes.
4.00 p.m. to 4.30 p.m.	Every 10 minutes.
4.30 p.m. to 5.00 p.m.	Every 10 minutes.
NIGHT CARS.	
6.45 p.m. to 9 p.m.	Every 15 minutes.
9 p.m. to 11.15 p.m.	Every 15 minutes.
SATURDAY.	
8.00 a.m. to 8.30 a.m.	Every 15 minutes.
8.30 a.m. to 9.00 a.m.	Every 15 minutes.
9.00 a.m. to 9.30 a.m.	Every 15 minutes.
9.30 a.m. to 10.00 a.m.	Every 15 minutes.
10.00 a.m. to 10.30 a.m.	Every 15 minutes.
10.30 a.m. to 11.00 a.m.	Every 15 minutes.
11.00 a.m. to 11.30 a.m.	Every 15 minutes.
11.30 a.m. to 12.00 p.m.	Every 15 minutes.
12.00 p.m. to 12.30 p.m.	Every 15 minutes.
12.30 p.m. to 1.00 p.m.	Every 15 minutes.
1.00 p.m. to 1.30 p.m.	Every 15 minutes.
1.30 p.m. to 2.00 p.m.	Every 15 minutes.
2.00 p.m. to 2.30 p.m.	Every 15 minutes.
2.30 p.m. to 3.00 p.m.	Every 15 minutes.
3.00 p.m. to 3.30 p.m.	Every 15 minutes.
3.30 p.m. to 4.00 p.m.	Every 15 minutes.
4.00 p.m. to 4.30 p.m.	Every 15 minutes.
4.30 p.m. to 5.00 p.m.	Every 15 minutes.
NIGHT CARS as on Week Days.	
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Terms: \$1 to \$7.00 per day; \$75 to \$120 per
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SHAMEN CANTON.

BRITISH CONCESSION.

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Every Convenience for Tourists.

T. F. DA CRUZ, Manager.

Canton, 1st October, 1901.

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BLEND WHISKY,

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Elegantly Furnished Reading, Drawing
Music, and Smoking Rooms.
Private Bar and Billiard Rooms for Hotel
residents.
Dining Accommodation for 300 persons.
Private Dining Rooms.
Special Dining Room for large parties.
Ladies' Afternoon Tea Rooms with European
Matron in attendance.
Ladies' Cloak Room.
Ping-Pong Room.
Hydraulic Elevators to every floor.
Electric Lighting.
Electric Fans (if required).
Hot and Cold Water throughout.
Wines and Groceries specially imported by
the Hotel.
Wines cooled by Hotel refrigerating
machinery.
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machinery.
Bedroom Accommodation—131 rooms.
Fire Extinguishing Mains and Emergency
Exits on every floor.

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Manager.

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Electrically Lighted. Electric Fans (if
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Electric Passenger Elevator to each floor.

Table D'Hote at separate tables.

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A FIRST CLASS HOTEL Situated near
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Large and lofty Rooms, elegantly furnished.

Hydraulic Elevator, hot and cold water
throughout.

Special Rates for Tourists.

Laundry Service for Guests.

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Hongkong, 31st October, 1902.

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HAS been re-opened under European
management and most strict supervision

as to food, cleanliness, and hygiene of the place.

All comforts of a home.

A most pleasant retreat for those desirous of
a few days rest and quiet.

Comfortable accommodation for travellers
pay

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FOR THE SUMMER.

PRICKLY HEAT LOTION

One of our most popular preparations, which has stood the test of fifty years. It cools the skin and removes irritation at once.

RINGWORM REMEDY

(TONG PANG CHONG)

An absolute specific for Ringworm and Dhobi Itch.

HOUSEHOLD AMMONIA

Try it in your bath and you will feel all the better for it. For cleansing silver-ware, jewellery, and clothing it is without equal.

A. S. WATSON & CO.

LIMITED,

MANUFACTURING CHEMISTS.

ESTABLISHED A.D. 1841.

BIRTHS.

On the 30th August, at Manila, the wife of CHARLES M. E. PEREIRA, of a daughter. (2546)
On the 26th August, at the British Residency, Pahang, the wife of DOUGLAS G. CAMPBELL, of a son (stillborn).
On the 27th August, at 7, Scotland Road, Penang, the wife of WALTER FOX, Acting Superintendent Forests and Gardens, of a daughter.
On the 2nd September, at Kobo, the wife of P. H. McKAY, of a son.

MARRIAGE.

On the 29th August, at St. Andrew's Cathedral, Singapore, by the Rev. D. Holland Stubbs, Military Chaplain, S.S., ROBERT M. GORDON, son of the late HAMILTON GORDON, Airdrie, Scotland, to GRACE EVERING, eldest daughter of the late JAMES G. CAMPBELL, Mung.

DEATHS.

On the 6th September, at 1135 a.m., at his residence, No. 28, Praga Lobo d'Avila, Macao, DOMINGOS PIMENTA DE SOUZA (dearly regretted), Lisbon, Madrid, and Manila papers please copy.
On the 2nd September, at No. 1, Canton Road, Shanghai, FLORENCE ANNIE, infant daughter of HAROLD and ANNIE HARRER TAYLOR, aged 3 months.

The Daily Press.

HONGKONG OFFICE: 11, DES VUEX ROAD CL.
LONDON OFFICE: 131, FET STREET, E.C.

HONGKONG, 9TH SE. JEMBER, 1903

The correspondent of the *North-China Daily News* at Tokyo states in a telegram of the 4th inst. that an official denial has been given at the Japanese capital to the report from London, via Berlin, that the basis of the Russo-Japanese negotiation is the recognition by Japan of the interests acquired by Russia in Manchuria, in exchange for the recognition by Russia of Japanese interests in Korea. He continues: "The fact that negotiation is going on is admitted, but the above bases are declared to be remote from the truth, as Japanese interests in Korea are already recognised by Russia in the protocol of 1898." We cannot attach much importance to this telegram. It is only natural, of course, that the Japanese Government should wish to prevent any premature notions about its negotiations with Russia gaining general currency. The statement that Japanese interests in Korea are already recognised by Russia in the protocol of 1898, if it is part of the official denial reported by the Tokyo correspondent, is not very appropriate. This protocol contained the following articles:—
I. The Imperial Governments of Russia and Japan recognise definitely the sovereignty and entire independence of Korea,

and pledge themselves mutually to abstain from all direct interference in the internal affairs of that country.

II. Desiring to remove all possible cause of misunderstanding in the future, the Imperial Governments of Russia and Japan pledge themselves mutually, in the event of Korea having recourse to the advice and assistance either of Russia or of Japan, to take no measure in respect to the appointment of military instructors or financial advisers without arriving beforehand at a mutual agreement on this subject.

III. In view of the wide development taken by the commercial and industrial enterprise of Japan in Korea, as well as the large number of Japanese subjects residing in that country, the Russian Government will not hinder in any way the development of commercial and industrial relations between Japan and Korea.

The article which is most favourable to Japan is the third, which certainly gives Japanese commercial and industrial interests in Korea a special place, guaranteeing that Russia will not hinder their advancement. We do not see that Russia's action with regard to Yong-ampho can positively be said to contravene this provision; yet, undoubtedly if successful it would be a great stroke of policy for Russia and a menace to Japan's position in Korea. The latest news about Yong-ampho is contained in the same telegram of the Tokyo correspondent above quoted. He says that the land lease question is in suspense owing to the opposition of Japan, by which the Korean Foreign Office is deterred from signing the agreement, while M. PAVLOFF threatens to consider the agreement effective, signature or no—a childish threat, worthy of M. PAVLOFF, who appears to have lost his temper completely. The Japanese Government surely cannot deny that some question of a balance between Manchuria and Korea is involved in the admitted negotiations between Japan and Russia, though not perhaps as outlined in London-Berlin reports. It is the line of policy overwhelmingly dictated by the circumstances of the case. Our Japan correspondent, in the letter which was published yesterday, was very pessimistic as to the effect which a Russo-Japanese agreement on such lines would have on the Anglo-Japanese Alliance. We cannot believe the prospect as black as he painted it. It is true that in the treaty signed at London on the 30th January, 1902, Great Britain and Japan mutually recognised the independence of China and Korea and agreed not to enter without consultation, into separate arrangements with another Power to the prejudice of each other's interests. The recognition of the *status quo* in Manchuria may be looked on, justly, as permitting a violation of China's integrity, while an extension of Japanese power in Korea would not tend to the fuller integrity of Korea. But at this period it is obviously too late to demand the restoration of Manchuria to China except at the point of the sword, and a closed Corea under the present rule is certainly of little importance to Britain. There is no reason for the lapse of the Anglo-Japanese Alliance because of an understanding between Japan and Russia. It might be objected that if the Alliance could not prevent the alienation of Manchuria it cannot be of much use for the rest of China. To argue thus is to ignore the fact that Manchuria was lost before the Alliance was formed. Britain and Japan have great interests in common all over China, and to denounce the 1902 agreement because of what occurred before it was signed is an absurd policy.

A Government Gazette Extraordinary issued yesterday evening declared Shanghai "a port or place at which any infectious or contagious disease prevails."

Two plague cases were reported in the Colony during the day ending at noon yesterday, both Chinese and both fatal. One body was "dumped" in Glenalee.

The *Empress of India* collision case will take place after that vessel's next arrival here. She will be stopping here for three weeks, during which time the Captain and officers will proceed to Shanghai to attend the legal enquiry.

Notwithstanding its recent renovation, the Supreme Court has not been able to keep out the rains of the last few days; so much so is this the case that Mr. Justice Wick took occasion yesterday to refer to the dampness of the walls.

There were three Courts proceeding at the Magistracy yesterday in the forenoon—one being taken by the Police Magistrate (Mr. Sercombe Smith), another by the Acting Police Magistrate (Mr. J. H. Kemp), and the third by Mr. E. R. Hallifax (the New Territory Magistrate).

With reference to a paragraph in our issue of yesterday about the number of naval and marine officers entitled to wear the Victoria Cross, a correspondent writes to add the name of another still on the active list, viz., Major L. S. T. Halliday, R.M.L.I., who gained the V.C. for services rendered during the defence of the Feking Legations in 1900, being in command of the Legation Guard of Marines landed from the *Orlando*. He was wounded in the shoulder during a sortie from the Legation, and is still in the Marines, serving either in the Plymouth or in the Chatham Division.

The German gunboat *Tiger* arrived yesterday from Swatow.

Owing to the indisposition of Captain F. W. Lyons, the Acting Captain Superintendent of Police, Mr. D. R. Hallifax has come in from the New Territory to take his place.

Viceroy Shum is said to have drawn on eight provinces for reinforcements against the Kwangsi rebels, viz., from Kiangsu, Kiangsi, Anhwei, Hunan, Hupeh, Fokien, Chekiang, and Kwangtung.

The money borrowed from Messrs. Carlowitz & Co. for the Kwangsi Government has been returned to that firm, according to *Echo de Chine*. The Viceroy contents himself with buying the rifles and ammunition which have to be delivered within fifteen days.

Messrs. Okura & Co., a Tokyo firm with a branch at Tientsin, have received an order from Viceroy Yuan Shi-kai for 50 guns and 10,000 rifles. The Tokyo firm, it is stated, will make a profit of some 70,000 yen by the transaction, but the price is to be paid in annual instalments.

A Chinese lawsuit of no little interest is reported from Penang. A Chinese woman, 17 years old, claims a declaration of nullity of marriage and the return of property worth \$22,000. Mr. Law, Puisne Judge of the Supreme Court of Penang, is considering the point of the jurisdiction of the Court.

It is understood that instructions were received on the 4th inst. in Shanghai from the Diplomatic Body at Peking that the *Sepado* prisoners should be brought up for trial forthwith at the Mixed Court. The *N.C. Daily News* says that a rumour that four were to be unconditionally released proved to be without foundation.

A Northern paper is quoted by the *N.C. Daily News* as stating that the Chinese official in charge of the Bureau of Foreign Affairs at Kalgan has telegraphed to the Waiwapi that his agent at Kichia has informed him of the arrival in that town on the 12th ult. and succeeding days of several bands of armed Russians, who looked more like sappers and members of the Russian Engineer Corps than anything else. The agent further estimated the total number of the new arrivals at nearly 200 men. These men seemed to be preparing to make a long stay in Kichia.

The *China Times* of the 29th ult. states that one of the *Empress* ladies at Peking paid a friendly visit to the Empress Dowager within two days after the barbarous official murder of Shen Ke-wei. The *P. & T. Times* learns that when the Empress Dowager's order for Shen to be beaten to death was given, the officials were in a quandary, as in the *fun* no bamboo is allowed to be used. They had therefore recourse to wooden rods. There seems no question that but for the order being given with the utmost possible determination, some way would have been sought to avoid this form of execution, as there was no authority of law for it, and even Chinese officials like to have some legal excuse for their actions.

With regard to a paragraph in yesterday's *Daily Press* with reference to the necessity of inspection of soda-water, etc., we should regret if this had been taken to apply to the aerated waters supplied by prominent firms in this Colony, as no such regulation was intended. It is a familiar fact all over the East that for one good manufacturer there are several inferior; nor is it unknown that inferior brands should be substituted for the better known, to the buyer's loss. It will generally be found in cases of complaint of "flatness" the fault is due to the bottles being stored upright instead of lying on their sides. Such carelessness, after purchase, may defeat the greatest care taking in bottling, with the most modern plant.

A Singapore paper writes:—Two points will occur to the public in reference to the new draft Currency Bill. The medium of notification to the public, who may be the petty Chinese or Malay trader, is the *Government Gazette*. The time for the getting rid of demoted coins is thirty days from publication therein of the notice that these coins are no longer current. The possession alone of these coins is made punishable. This seems to go against the right of property in bullion in any form, say, for the dual purpose of melting down, as is so often done in India, into ornaments. These points are of importance and should be well debated in Legislative Council. The powers of police seizure seem too drastic, and legal confiscation will be made to look rather like robbery.

Quite a little excitement was caused one afternoon in Tientsin, according to the *P. & T. Times*, among the working fraternity on the Bund by a Chinaman and his best girl making an excursion on a bicycle built for one. The lady was bestriding the top bar that forms the top stay of a gentleman's machine, her legs, gripping the front fork of the handle-bars in a fervent grip. Her cavalier rode in the usual style, but his arms had to compass his fair companion to enable him to reach the handlebars and steer past the many obstacles to be met with in a scorch down the Bund. The Band coolies gazed at the pair in open-mouthed amazement, and as they flashed by they were followed by that expressive "aiyah" which is rendered to perfection only by the Celestial workman. An incautious bump into something or a hole in the road would easily have dislodged the lady, but she stuck on pluckily without mishap and seemed to enjoy the novelty of her position. At this rate we may perhaps someday witness family parties going "wheeling" with baby along on behind.

After the United States naval manœuvres have terminated, five torpedo-boat destroyers will come out to the Asiatic station.

The Changting-shan section of the Lu-Han railway, 390 kilometres (234 miles) from Peking, is to be opened to traffic, with a train a day each way, on the 15th inst.

The German ship *Silvia* (Captain F. Fager) arrived yesterday from Hamburg, which she left on the 2nd August, with 40 first-class officers, 202nd-class officers, and 1,002 soldiers on board, bound for the North.

Mr. Joseph Pulitzer, the proprietor and editor of the *New York World*, has provided Columbia University with 2,000,000 dollars to establish a School of Journalism on the lines of the School of Law and the School of Medicine.

Latest Japanese papers report that H.M.S. *Glory*, having the Commander-in-Chief (P. Admiral) on board, has gone on a cruise along the coasts of Northern Korea and Eastern Siberia. They also report that there are at present two British battleships, three cruisers, and a number of sloops and torpedo-destroyers at Weihaiwei.

The *P. & T. Times* writes:—Viceroy Tseng has a very strong prejudice against anyone who favours Marshal Su, and calls them members of a Su Society. This has led to mutiny among the Viceroy's troops. "We do not know whence our contemporary got this information. Of course it will readily be realised that to be called 'a member of a Su Society' is not taken as a compliment."

The Japanese battleships *Asahi*, *Shikishima*, *Hatsue*, and *Yashima*, the cruisers *Izumo*, *Iwate*, *Tokine*, *Adzuma*, *Kasagi*, *Chiyoda*, *Chitose*, and *Yoshino*, the gunboats *Oshima* and *Chinami*, 13 destroyers, and a number of torpedo-boats have been lying at Sasebo, prepared for any emergency, and awaiting orders from the Minister of the Navy. They have had three or four days' manœuvres between Kyushu and the Korean coast.

The *Japan Times* in a recent number writes protesting against the protracted inaction of the Japanese Cabinet. "While communications pass and re-pass between the Japanese Legation at Seoul and the Korean Foreign Office," says the journal, "and while the astute M. Pavloff pretends to rage and swear at Korean procrastination, the Russians are quietly proceeding with their work at Yong-ampho. So they do not lose anything by Korean procrastination." Japan ought, the *Times* maintains, to have promptly poured troops into the country between Pyongyang and Wiju and held it against all comers. This is talk.

INTERPORT CRICKET.

A DUEL.

A telegram was received from Shanghai by the Secretary of the Hongkong Cricket Club yesterday, stating that Kobs and Yokohama have found it impossible to send down a team. This is much to be regretted, but it is all the more to be hoped that Hongkong will be able to send up its very best side. The keenness of the contest will only be enhanced by its being now a dual between Hongkong and our old opponents whose well known strength this year calls for the opposition of the best possible side Hongkong can put in the field.

Shanghai is meanwhile preparing busily for the coming match. Last Friday a special meeting was held and the following 17 players were selected for special practice at the nets under the coaching of Mr. Farbridge, who will captain the eleven:—

G. M. Billings, G. C. Daw, R. C. Farbridge, W. H. Jackson, A. E. Lanning, O. V. Lanning, V. H. Lanning, E. H. Lynch, A. J. McClure, K. J. McEwen, W. H. Mould, F. W. Potter, W. K. Stanton, W. J. Tarball, W. J. Tyack, T. Wallace, and W. H. Weippert.

AN OVERDUE B. I. BOAT.

The British India S.N. Co.'s steamer *Uda*, which left Rangoon with a cargo of rice, passed through Singapore on the 21st ult. for Manila, but has not yet to the present arrived at her destination. She is therefore overdue some thirteen days, and it is feared must have stranded on one of the islands of the Philippine archipelago, been burnt at sea, is broken down and now drifting, or has foundered in bad weather. She was one of the British India "U" class, was built in Dumbarton by Messrs. Denny, and was of 5,310 tons register. It is understood that masters of local vessels have been asked to keep a look-out for her, with, we regret to say, no success so far, as we are informed by the local agents, Messrs. Jardine, Matheson & Co.

ROYAL HONGKONG GOLF CLUB.

CAPTAIN'S CUP AND SILVER MEDAL FOR SEPTEMBER.

The following cards were returned:—

CAPTAIN'S CUP.
Dr. W. B. Drew, R.N., 99 — 11 = 79
Dr. C. A. Parker, R.N., 89 — 9 = 80
Mr. C. E. H. Beavis, 82 — 0 = 82
Lieut. A. C. Butt, R.N., 197 — 18 = 89
17 entries.

WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:—
The barometer has risen over N. China, fallen over Japan and the S. coast of China. The depression in the North has moved Eastwards into the Sea of Japan.

Pressure is high over N. China and relatively low in a troughlike area lying over the N. part of the China Sea.
Wind freshening from N.E. and E. in the Formosa Channel and along the S. coast of China.
Forecast:—Moderate to fresh E. winds; squally, showery.

TELEGRAMS.

"DAILY PRESS" SERVICE.

[FROM OUR CORRESPONDENT.]

CHOLERA AT SHANGHAI.

SHANGHAI, 8th September, 7 p.m.

DEATH OF A CUSTOMS OFFICIAL.

Mr. E. T. Pym, Acting Commissioner of the Imperial Maritime Customs at Hankow, who returned to that port on the s.s. *Kiangyue* on the 1st inst., died yesterday of cholera. The numerous cases of cholera are attracting public attention to the question of messing on coasting steamers.

REUTER'S SERVICE.

THE BEIRUT AFFAIR.

LONDON, 6th September.

The United States cruisers *Brooklyn* and *San Francisco* have arrived at Beirut.

CRICKET—A DOUBLE CENTURY.

LONDON, 6th September.

In the match Surrey v. Sussex, which was drawn, Ranjitsinhji scored 204.

THE COTTON CORNER.

LONDON, 8th September.

Mr. Brown has netted \$7,000,000 profit on the Cotton Corner.

THE ST. LEGER.

LONDON, 6th September.

Vincenzo is scratched for the St. Leger.

THE SITUATION IN CONSTANTINOPLE.

LONDON, 6th September.

Armed sailors from the foreign guardships are guarding the interior of several of the Embassies in Constantinople. It is understood that the step was taken on account of the warning of projected outrages.

Although high Turkish circles in Constantinople decidedly opposed to war, the bellicose spirit in the military section of the Mussulman population has lately been strongly accentuated, and the local Press publishes highly coloured accounts of the doings of the Macedonian insurgents, which tend to increase the Mussulman excitement in the Army.

DEPARTURE OF A HONGKONG JOURNALIST.

On the occasion of his leaving the *Hongkong Daily Press* to go to Johannesburg, South Africa, Mr. T. M. Pollock, who has been associated with this paper for three years, was yesterday made the recipient of a handsome present of Chinese silver-ware from the Staff. The editor made the presentation in complimentary terms, and Mr. Pollock suitably responded.

Later in the evening Mr. Pollock was entertained in the Hongkong Hotel by the Inspectors and Sergeants of Police. Mr. H. G. Baker, Chief Inspector of Police, presided, and there were also present Inspectors J. Gauld, B. McDonald, W. G. Warnock, P. McNab, W. Withers, and J. Gouley. Sergeants A. McSwayed, J. Grant, Eayner, Cameron, and B. McDonald, Armourer Sergeant Hawkes, Inspector R. McEwen, Mr. J. J. Spenser, etc. The Chief Inspector made the presentation, which consisted of a silver spirit-flask and a cigarette-case suitably inscribed. Mr. Baker, in presenting the souvenirs, made a speech, in which he referred to the good relations which Mr. Pollock had always had with the Police during his stay in Hongkong. He had made many friends, who were all sorry to lose him; still they hoped that what was their loss would be his gain and that in South Africa he would make the mark as a journalist which he deserved to make. Mr. Pollock, in reply, expressed the great appreciation which such a token of esteem carried with it, and said he felt himself quite unworthy of such a testimonial. He had made many friends in the Colony since he came to it, and his most valued friends were in the Police. (Applause.) He took their testimonial as being a great honour, because, whether he was worthy of it or not—and he did not think he was—he believed that that was the first occasion on which a pressman had been presented with such a souvenir on his going away.

The inscription on the spirit-flask was to the following effect:—Presented to T. M. Pollock by the Inspectors and Sergeants of the Hongkong Police Force, as a mark of esteem.—8th September, 1903.

In the course of the proceedings several songs were sung, the artists including Inspector McEwen, Mr. Pollock, Inspector Withers, Mr. G. W. Coster, Armourer-Sergeant Hawkes, Mr. E. B. Helms, whilst Sergeant J. Grant gave a short recitation and Inspector Withers played the accompaniments. Mr. H. Haynes looked after the comfort of the company.

LATEST STEAMER MOVEMENTS.

The N.Y.K. steamer *Kinshu Maru* (Hombay Line) left Singapore for this port on the 7th inst., and is expected here on the 13th inst. a.m. The N.P. steamer *Victoria* left Victoria, B.C., for Yokohama and the usual ports on the 6th inst., and may be expected here on the 22nd inst. The s.s. *N.P. steamer Victoria* arrived in New York on the 4th inst.

SUPREME COURT.

Tuesday, 8th September.

In ORIGINAL JURISDICTION.

BEFORE HIS HONOUR A. G. WISE (PUISNE JUDGE).

DISPUTE ABOUT CHINESE SOCIETY FUNDS.
The hearing was resumed in the case in which Pang F. Yu (suing on behalf of himself and all the other members of the Nam Hing Tong) sought to recover from Pang Shin Hon a sum of \$3,015.40, said to belong to the funds of the Nam Hing Tong, a charitable society in the Sun Ling village, New Territory. Mr. T. Morgan Phillips, barrister-at-law (instructed by Mr. M. J. D. Stephens, solicitor), appeared for the plaintiff, and Mr. M. W. Slade, barrister-at-law (instructed by Mr. H. K. Holmes, solicitor), was for the defendant.

On the previous day the evidence for the plaintiff had been concluded.
Mr. Slade in opening the case for the defence stated the evidence would be offered to show that the defendant never was secretary of the Nam Hing Tong. The secretaryship seemed to have gone down in the family from one head of the family to another, and this would be supported by the elders who were alive at the time the matter in dispute came on before the annual meetings of the society. These elders, too, would say that not only had the defendant never been secretary of the society but that the funds of the society had been kept with the Kwong Hing shop which failed, and when the failure took place the accounts of the shop and of the society were investigated by the elders who came to the conclusion that the only thing they could do was to save as much out of the wreck as possible and set the debts owing by members of the society to the shop against the balance owed by the shop. Accordingly the balance was wiped out. During the tenure of the office of secretary by the blind man, Pang On Yo, the books of the society were kept by the defendant as accountant, and after Pang On Yo's death he, simply as an obligation to the other members of the family who were in the shop, continued to do the work until a few months before the shop failed. When Pang On Yo died the secretaryship was actually taken over by the head of the family who succeeded him, the older brother of the eldest brother of the defendant, and it was during his tenure of office that the shop came to grief and then he was succeeded by his second brother.

Evidence was then called for the defence. The elders of the village stated in effect that the Kwong Hing shop—which the defendant now owned under a different name—had previously had the management of the funds of the Nam Hing Tong Society and that when an account was rendered there was a balance, it was true, of \$3,000 odd, but that that was written off in the books of the society as a set-off against some debts which certain members of the society owed the shop. The three elders of the village who were examined all positively swore that the defendant had nothing whatever to do with the management of the funds of the society and never was at any time secretary of the society.

When the case was closed for the defence, Mr. Morgan Phillips did not reply, but simply remarked that it was impossible for him to conduct the evidence for the defendant.
His Lordship gave judgment for the defendant with costs.
The Court adjourned.

POLICE COURT.

Tuesday, 8th September.

BEFORE MR. T. SERCOMBE SMITH (POLICE MAGISTRATE).

THEFT OF RICE.

On Sunday night a coolie was observed carrying a pail of rice in the street and his movements were so suspicious that an Indian constable arrested him. When brought before the Magistrate on Monday he declared upon his oath that he got the rice from a certain shop in Des Voeux Road, but Inspector McNab assured his Worship that he had made enquiries at the shop mentioned and had found out the man's story to be a fabrication.

His Worship however gave him the benefit of the doubt and remanded him in order that the master of the shop might attend the Court and give evidence.

When the master was brought up and put in the witness-box he deposed that he did not know the man accused of the theft, that he had never seen him before, and that neither he nor any of his folk had given him the rice.

His Worship passed sentence of a \$25 fine with the alternative of one month's imprisonment with hard labour.

HARBOUR CONTRAVENTION.

On the complaint of Inspector Langley of the Water Police a junk-owner was convicted of having failed to proceed to the dangerous goods anchorage and to hoist a red light when he had on board dangerous goods—to wit, petroleum—and was fined \$50 for the contravention.

A BAD \$5 NOTE.

An Ohp, unemployed, went into a money-changer's shop at 11b, Queen's Road Central, on Monday and offered for exchange a spurious \$5 note purporting to be payable at the Hongkong and Shanghai Bank. The note was most obviously bad—one of the worst imitations that could possibly be imagined, printed on common white paper—and when the money-changer questioned the man about it the latter betrayed his knowledge of the fraud by bolting. The money-changer gave chase, captured the man in Wellington Street and handed him over to the police.

His Worship committed him for trial to the next Criminal Sessions.

THIRD SOCIETY CASE.

Lau Wo was again brought up on a charge

THE FORTY-FIRST ANNUAL ISSUE.

The CHRONICLE and DIRECTORY though printed in smaller type than form and condensed in every possible manner, contains every year more pages.

Royal Octavo—Complete with Fourteen
and Plans, pp. 1,574, \$9.00. Directory
pp.1,179, \$5.00.

OCEAN STEAM SHIP CO. LD.

AND

CHINA MUTUAL STEAM NAVIGATION CO. LD.

JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAPAN,
AND HAWAIIAN PORTS.

FROM	STEAMERS	TO	DATE
GLASGOW and LIVERPOOL...	"JASON"	On 17th September.	
GLASGOW and LIVERPOOL...	"PAK LING"	On 23rd September.	
GLASGOW and LIVERPOOL...	"CALCHAS"	On 1st October.	
GLASGOW and LIVERPOOL...	"TANTALUS"	On 7th October.	
GLASGOW and LIVERPOOL...	"ANTENOR"	On 24th October.	
GLASGOW and LIVERPOOL...	"OANFA"	On 27th October.	

HOMEWARDS.

FROM	STEAMERS	TO	DATE
MARSEILLES, LONDON and ANTWERP	"KINTUCK"	On 15th September.	
MARSEILLES, LONDON and ANTWERP	"PINGSUEY"	On 22nd September.	
MARSEILLES, LONDON and ANTWERP	"GLAUCUS"	On 29th September.	
MARSEILLES, LONDON and ANTWERP	"AGAMEMNON"	On 13th October.	
MARSEILLES, LONDON and ANTWERP	"JASON"	On 23rd October.	
MARSEILLES, LONDON and ANTWERP	"PAK LING"	On 27th October.	

TRANS-PACIFIC SERVICE.

FROM	STEAMERS	TO	DATE
VICTORIA, SEATTLE, TACOMA, and PACIFIC COAST PORTS, VIA NAGASAKI, KOBE & YOKOHAMA	"CALCHAS"	On 2nd October.	
	"OANFA"	On 2nd November.	

Butterfield & Swire, Agents.

Hongkong, 5th September, 1903.

CHINA NAVIGATION CO. LIMITED.

FROM	STEAMERS	TO	DATE
SHANGHAI	"KALGAN"	On 9th September.	
MANILA	"SUNGKIANG"	On 9th September.	
YOKOHAMA and KOBE	"CHINGTU"	On 12th September.	
YOKOHAMA	"KAIPO"	On 16th September.	

Butterfield & Swire, Agents.

Hongkong, 5th September, 1903.

HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon and staterooms. Electric Light. Perfect Cuisine. Surgeon carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE
ZAFIRO	2540	R. Rodger	Manila direct	Sat, 19th Sep, 10 A.M.
RUBI	2540	R. W. Almond	Manila direct	Sat, 19th Sep, 10 A.M.
PERLA	1980	J. McGinty	Cebu and Manila	Sat, 19th Sep, 4 P.M.

For Freight, or Passage apply to

Shewan, Tomes & Co., General Managers.

Hongkong, 7th September, 1903.

OSAKA SHOSHEN KAISHA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

FOR	STEAMERS	LEAVING
TAMSWI, VIA SWATOW AND AMOY	"DALIN MARU"	FRIDAY, 11th September.
FOOCHOW, VIA SWATOW AND AMOY	"ANPING MARU"	WEDNESDAY, 9th September.
ANPING, VIA SWATOW AND AMOY	"MAIDZU MARU"	SUNDAY, 14th September.

The Co.'s new Steamers are specially designed for the coast trade of South China and Formosa, and are fitted with all modern improvements. Excellent accommodation is provided for first-class passengers, and a duly qualified doctor is carried.

For Freight, Passage, and other information, apply at the Company's local Branch Office at No. 2, Des Vaux Road Central.

Hongkong, 5th September, 1903.

T. ABIMA, Manager

TOYO KISEN KAISHA

MANILA LINE.

Largest and Fastest Steamers on the route. Excellent Accommodation. Cuisine Unexcelled. Unrivaled Speed. Fitted throughout with Electric Light. Doctor and Stewardess carried.

Steamship	Captain	Tons	Sailing Date
"ROSETTA MARU"	H. S. Smith	3376	Wednesday, 16th September, at 11 A.M.
"ROHILLA MARU"	E. P. Bishop	3369	Tuesday, 22nd September, at 11 A.M.

For Freight or Passage, apply at the Company's Office, 3, Queen's Building, Ice House Street.

Hongkong, 9th September, 1903.

K. NAKASHIMA, Manager.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.
(Calling at Port Darwin and Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.)
THE Steamship

"EASTERN,"
Captain W. Ellis, will be despatched for the above ports on WEDNESDAY, the 23rd September, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a refrigerating chamber, which ensures the supply of fresh provisions for the voyage.

The Steamer is installed throughout with the electric light.

A stewardess and a duly qualified surgeon are carried.

N.B.—To ensure the additional comfort of passengers the Steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to

GIBB, LIVINGSTON & CO., Agents.

Hongkong, 23rd August, 1903. [2419]

THE AMERICAN ASIATIC STEAMSHIP COMPANY.

STEAMSHIP SERVICE FOR NEW YORK VIA THE SUEZ CANAL.

"NORDKYN," Captain A. Beer,

will be despatched on WEDNESDAY, the 30th SEPTEMBER.

For Freight, &c., apply to

SHEWAN, TOMES & CO., General Agents.

Hongkong, 31st August, 1903. [2440]

FOR KWAN CHAU WAN.

THE Steamship

"SWIFT,"

Captain A. E. Monger, will have quick despatch for the above port.

For Freight, apply to

CHI WO, Agents, Wing Wo Lane.

Hongkong, 8th September, 1903. [2342]

CHINA NAVIGATION CO., LIMITED.

HONGKONG-MANILA.

REDUCED SALOON PASSAGE MONEY.

SINGLE, \$20; RETURN, \$35.

STEAMERS FITTED THROUGHOUT WITH ELECTRIC LIGHT. FIRST CLASS ACCOMMODATION. UNRIVALLED TABLE. DULY QUALIFIED SURGEON CARRIED.

BUTTERFIELD & SWIRE, AGENTS.

Hongkong, 4th July, 1903. [1994]

HONGKONG-MACAO LINE.

S.S. "WING CHAI,"

Captain Samuel Bell Smith.

DEPARTURES from Hongkong, on week days, at 7.30 A.M.; on Excursion Sundays, at 8.30 A.M.; from Macao week days at about 2 P.M. and Sundays about 7.30 P.M.

FARE—(week days) 1st Class including cabin and servant, \$3. Return Ticket \$5. 2nd Class \$1. 3rd Class 50 cents.

On Excursion Sundays 1st, 2nd, and 3rd Class Single Ticket \$2. Return Ticket \$3. Return Ticket including Tiffin and Dinner either on board or at Macao Hotel \$5. On Sundays \$5 extra will be charged for each Cabin which has accommodation for two or more Passengers.

Where at the Western end of Wing Lok Street.

The Steamer runs an Excursion Trip Every Sunday, and takes only 2 1/2 hours to reach Macao.

2nd Floor, 16, Victoria Street.

Hongkong, 8th September, 1903. [2112]

FOR CANTON.

THE new and fast Twin-Screw Steamer

"SAN CHEUNG,"

951 Tons, Captain A. Murphy, will leave for Canton at 8 P.M. on SUNDAYS, TUESDAYS and THURSDAYS and return to Hongkong on the following days, leaving Canton at 5 P.M. Excellent accommodation, electric light, and perfect cuisine. Wharf at Hongkong near Harbour Office.

First-class Fare, \$3 each way. Meals, \$1 each.

Cargo Freight very moderate.

J. TREVOUX & CO.,

No. 123, Cross Street Road Central.

Hongkong, 30th June, 1903. [1751]

NATAL LINE OF STEAMERS.

THE Undersecretary GENERAL AGENTS

in CHINA and JAPAN for the above Line

are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA, in connection with INDO-CHINA STEAM NAVIGATION Co.'s fortnightly service home to CALCUTTA. Sailings from CALCUTTA for CAPE PORTS every fortnight.

For Freight and further particulars, apply to

DODWELL & CO., LIMITED,

General Agents for China and Japan.

Hankow, 4th August, 1897. [8]

CANTON DISTRICT.

LOCAL NOTICE TO MARINERS.

No. 64.

STONE JUNK SUNK IN CHANNEL

JUST ABOVE 2ND BAR CREEK.

REFERRING to Local Notice to Mariners

No. 63, NOTICE IS HEREBY

GIVEN that the masts have been removed from the stone-laden Junk sunk above 2nd Bar Creek.

A Green Buoy with the word "Wreck" painted in white letters has been moored over the spot and a BOAT WILL HOIST A RED LIGHT AT NIGHT until further notice.

J. HOWELL MAY, Harbour Master.

Approved: H. B. MORSE, Commissioner of Customs, Custom House, Canton, 3rd September, 1903. [2524]

M. E. CHADWICK, K.E.W.

DENTAL SURGEON.

No. 39, QUEEN'S ROAD CENTRAL.

Office Hours—9 A.M. to 5 P.M.

Hongkong, 18th June, 1903. [1721]

NOTICES TO CONSIGNEES

OCEAN STEAMSHIP COMPANY, LIMITED,

AND

CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

CONSIGNEES per Company's Steamer

"DEUCALION"

are hereby notified that the Cargo is being

discharged into Craft, and/or landed at the

Godowns of the Hongkong and Kowloon

Wharf and Godown Co., Ltd., where in both

cases it will be at Consignees' risk. The Cargo

will be ready for delivery from Craft or Godown

on and after the 3rd instant.

Optional Cargo will be landed, unless notice

has been given prior to steamer's arrival.

All broken, chafed, and damaged Goods are

to be left in the Godowns, where they will be

examined at 11 A.M. on the 9th inst.

No Claims will be admitted after the Goods

have left the steamer's Godown, and all Goods

remaining undelivered after the 9th inst. will

be subject to rent.

All Claims against the Steamer must be pre-

sented to the Undersecretary on or before the 10th

inst., or they will not be recognised.

No Fire Insurance has been effected.

BUTTERFIELD & SWIRE, Agents.

Hongkong, 2nd September, 1903. [10-12]

NAVIGAZIONE GENERALE ITALIANA.

(Florio and Rubattino United Companies.)

NOTICE TO CONSIGNEES.

FROM BOMBAY AND SINGAPORE.

THE Steamship

"ISCHIA"

having arrived from the above ports, Consignees

of Cargo by her are hereby informed that their

Goods are being landed at their risk into the

Godowns of the Hongkong and Kowloon

Wharf and Godown Co., Ltd., whence delivery

may be obtained. Perishable Goods to be

taken delivery of immediately.

All damaged packages must be left in the

Godown Company, within seven days after the

vessel's arrival here, after which no claims will

be recognised.

No Fire Insurance has been effected, and

any Goods remaining in the Godowns after the

11th instant will be subject to rent.

Carlo Witt & Co., Agents.

Hongkong, 3rd September, 1903. [4]

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship

"CATHERINE APCAR"

having arrived from the above ports, Consignees

of Cargo are hereby informed that their Goods

will be delivered from alongside.

Cargo impeding the discharge will be landed

at once at Consignees' risk and expense.

Cargo remaining on board after 4 P.M. of the

9th instant, will be landed at Consignees' risk

and expense into the Godown of the

Hongkong and Kowloon Wharf and Godown

Company, Limited.

Consignees of Cargo from SINGAPORE

and PENANG are requested to take IM-

MEDIATE delivery of their Goods from

alongside, such Cargo impeding the discharge

of the Vessel will be landed and stored at

Consignees' risk and expense.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by

DAVID SASSOON & CO., LD., Agents.

Hongkong, 7th September, 1903. [2532]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

FROM BOMBAY AND STRAITS.

Consignees of Cargo by the above-named

vessel are hereby informed that their Goods are

being landed and placed at their risk in the

Hongkong and Kowloon Wharf and Godown

Company's Godowns, at Kowloon, where each

consignment will be sorted out mark by mark,

and delivery can be obtained as soon as the

Goods are landed.

Optional Goods will be landed here unless

instructions are given to the contrary before

1 P.M. To-day, the 7th inst.

Goods not cleared by the 13th inst. at 4 P.M.,

will be subject to rent.

No Fire Insurance will be effected by me in

any case whatever.

Damaged packages must be left in the

Godowns for examination by the Consignee's

and the Company's representative at an appointed

hour. All Claims must be presented within

ten days of the steamer's arrival here, after

which date they cannot be recognised. No

Claims will be admitted after the Goods have

left the Godowns.

E. A. HEWETT, Superintendent.

Hongkong, 7th September, 1903. [1]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

FROM ANTWERP, LONDON, PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named

vessel are hereby informed that their Goods are

being landed and placed at their risk in the

Hongkong and Kowloon Wharf and Godown

Company's Godowns, at Kowloon, where each

consignment will be sorted out mark by mark,

